

TABLE B—TECH GROUP DEFINITIONS IN TABLE A—Continued

| Tech group | Fuel system | Catalyst    | Air injection | EGR     |
|------------|-------------|-------------|---------------|---------|
| 4 .....    | Multi ..... | 3W+OX ..... | Air .....     | EGR.    |
| 5 .....    | Multi ..... | 3W .....    | Air .....     | EGR.    |
| 6 .....    | TBI .....   | 3W .....    | Air .....     | EGR.    |
| 7 .....    | TBI .....   | 3W+OX ..... | Air .....     | EGR.    |
| 8 .....    | TBI .....   | 3W .....    | No Air .....  | No EGR. |
| 9 .....    | Carb .....  | 3W+OX ..... | Air .....     | EGR.    |

**Legend:****Fuel system:**

Multi = Multi-point fuel injection

TBI = Throttle body fuel injection

Carb = Carburetted

**Catalyst:**

3W = 3-Way catalyst

3W+OX = 3-Way catalyst plus an oxidation catalyst

**Air Injection:**

Air = Air injection

EGR = Exhaust gas recirculation

(2) Test vehicles for the higher emitter sub-fleet shall be selected from the in-use fleet in accordance with paragraphs (a) and (b) of this section and with § 80.59. Test vehicles for the higher emitter sub-fleet are not required to follow the pattern established in paragraph (d)(1) of this section.

(3) The minimum test fleet size is 20 vehicles. Half of the vehicles tested must be included in the normal emitter sub-fleet and half of the vehicles tested must be in the higher emitter sub-fleet. If additional vehicles are tested beyond the minimum of twenty vehicles, the additional vehicles shall be distributed equally between the normal and higher emitter sub-fleets.

(4) For each emitter group sub-fleet, 70 ±9.5% of the sub-fleet must be LDVs, & 30 ±9.5% must be LDTs. LDTs include light-duty trucks class 1 (LDT1), and light-duty trucks class 2 (LDT2) up to 8500 lbs GVWR.

**§ 80.61 [Reserved]****§ 80.62 Vehicle test procedures to place vehicles in emitter group sub-fleets.**

One of the two following test procedures must be used to screen candidate vehicles for their exhaust THC emissions to place them within the emitter group sub-fleets in accordance with the requirements of § 80.60.

(a) Candidate vehicles may be tested for their exhaust THC emissions using

the Federal test procedure as detailed in 40 CFR part 86, with gasoline conforming to requirements detailed in 40 CFR 86.113–90. The results shall be used in accordance with the requirements in § 80.60 to place the vehicles within their respective emitter groups.

(b) Alternatively, candidate vehicles may be screened for their exhaust THC emissions with the IM240 short test procedure.<sup>1</sup> The results from the IM240 shall be converted into results comparable with the standard exhaust FTP as detailed in this paragraph (b) to place the vehicles within their respective emitter groups in accordance with the requirements of § 80.60.

(1) A candidate vehicle with IM240 test results <0.367 grams THC per vehicle mile shall be classified as a normal emitter.

(2) A candidate vehicle with IM240 test results ≥0.367 grams THC per vehicle mile shall be classified as a higher emitter.

**§§ 80.63–80.64 [Reserved]****§ 80.65 General requirements for refiners and importers.**

(a) *Date requirements begin.* The requirements of this subpart D apply to all gasoline produced, imported, transported, stored, sold, or dispensed:

(1) At any location other than retail outlets and wholesale purchaser-consumer facilities on or after December 1, 1994; and

(2) At any location on or after January 1, 1995.

(b) *Certification of gasoline and RBOB.* Gasoline or RBOB sold or dispensed in

<sup>1</sup>EPA Technical Report EPA-AA-TSS-91-1. Copies may be obtained by ordering publication number PB92104405 from the National Technical Information Service, 5285 Port Royal Road, Springfield, Virginia 22161.